

S Shiloh Road  
388.1 Interchange  
T6e1s Project, IR 90-  
93-01-F 8(114)443,  
1993 Yellowstone  
County, Montana

**FHWA-MT-EIS-93-01-F**

**SHILOH ROAD INTERCHANGE**

**IR 90-8(114)443**

**YELLOWSTONE COUNTY, MONTANA**

**ATTACHMENT TO THE DRAFT ENVIRONMENTAL IMPACT  
STATEMENT (TO CONSTITUTE THE FINAL EIS)**

U.S. Department of Transportation  
Federal Highway Administration

and

State of Montana  
Department of Transportation

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SHILOH ROAD INTERCHANGE PROJECT

IR 90-8(114)443

YELLOWSTONE COUNTY, MONTANA

ATTACHMENT TO THE DRAFT  
ENVIRONMENTAL IMPACT STATEMENT  
(TO CONSTITUTE THE FINAL ENVIRONMENTAL IMPACT STATEMENT)

SUBMITTED PURSUANT TO 42 U.S.C. 4332(2)(c)

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
AND  
STATE OF MONTANA  
DEPARTMENT OF TRANSPORTATION

3-8-93  
DATE OF APPROVAL

Gordon L. Larson  
FOR MDT

06/15/93  
DATE OF APPROVAL

Robert R. Johnson  
FOR FHWA



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## ABSTRACT

This attachment to the Draft Environmental Impact Statement has been prepared in accordance with 40 CFR 1503.4(c) of the Council on Environmental Quality Regulation.

This document includes:

- Errata sheets making necessary corrections to the Draft EIS.
- Identification of the preferred alternative and a discussion of the reasons why it was selected.
- Mitigation measures for the preferred alternative.
- A summary of the location and design public hearing.
- Copies of comments received from circulation of the Draft EIS and responses thereto.

This document, combined with the Draft EIS, shall constitute the Final EIS.

## ADDITIONAL INFORMATION

The following persons may be contacted for additional information concerning this document:

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Preconstruction Engineer  
Montana Department of Transportation  
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(406) 444-6242

## COMMENTS

Comments on this Final EIS are due by September 1, 1993 and should be sent to David S. Johnson, P.E. at the above address.



## I. INTRODUCTION

Changes needed to the Draft Environmental Impact Statement (Draft EIS) as a result of comments received following circulation of the document and the location and design public hearing are minor and consist of factual corrections. This Abbreviated Version of the Final EIS has been prepared in accordance with Council on Environmental Quality Regulations (40 CFR 1503.4(c)) and FHWA Technical Advisory T6640.8A. This document has been prepared as an attachment to the Draft EIS. Combined with the Draft EIS, this document constitutes the Final EIS.

Only this attachment is being provided to those who received a copy of the Draft EIS. Those who have disposed of their copy of the Draft EIS and require an additional copy may contact:

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Preconstruction Engineer  
Montana Department of Transportation  
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(406) 444-6242

Both is attachment and the Draft EIS have been filed with the Environmental Protection Agency under a single Final EIS cover sheet.





## II. ERRATA SHEETS

The following corrections should be made to the Draft EIS.

<u>Page No.</u>	<u>Correction</u>
24	<p>Revise the first sentence in the first paragraph to read "<b>South Billings Boulevard Interchange</b> is currently under construction with completion expected during the summer of 1993."</p> <p>Revise the first sentence in the second paragraph to read "<b>West Billings Interchange Phase I</b> has been designed and is scheduled for contract letting in the Spring 1993."</p>
41	<p>Delete the first full sentence on the page "Improvements are expected to be implemented in 1991."</p> <p>The improvements have been planned but due to their relative priority as compared to other projects, funding for these improvements is not available.</p>
73	<p>The first sentence should be revised to read "Other than the relocated Frontage Road, Alternative D would not connect with any roadways south of I-90."</p>
75	<p>Delete the third paragraph.</p> <p>Replace Table 2-2 with the following table. The revised table combines the Local and FHWA categories identified in the Draft EIS. A computational error relating to retaining wall quantities for</p>

Alternatives B and C has been corrected. This adjustment has resulted in a decrease in the estimated cost of Alternative B (-\$628,800) and an increase in the estimated cost of Alternative C (+\$254,800). The estimated cost of Alternative D remains unchanged.

Estimated Costs of Build Alternatives  
(1991 Dollars)

<u>Item</u>	<u>Alternative B</u>	<u>Alternative C</u>	<u>Alternative D</u>
Construction	\$10,987,700	\$10,945,500	\$10,425,400
Right-of-Way	\$ 523,700	\$ 658,600	\$ 493,400
Utility Relocation	\$ 442,400	\$ 417,660	\$ 472,380
TOTAL COST	\$11,953,800	\$12,021,760	\$11,391,180

- 76 Add the following as the last paragraph in the Estimated Costs of Alternatives Section.

"The intent of "demonstration" funds is to construct a functioning facility. Roadway segments considered eligible include all four ramps, the crossroad, and the reconstruction of the Frontage Road. The funding does not include connections to other street segments such as Wise Lane, Hesper Road or Gabel Road."

- 83 Table 2-5, Item 4. Change the Estimated Cost (Millions \$) for Alternatives B and C as follows:

Alternative B	11.95
Alternative C	12.02

Page

Correction

84 Second paragraph. Change estimated costs for Alternatives B and C as follows:

Alternative B \$11,953,800

Alternative C \$12,021,760

107 Clarification to the Air Quality impacts discussion is needed. The Montana Department of Health and Environmental Sciences - Air Quality Bureau has provided comments on the Draft EIS (see Appendix). The corrections made to the text are to incorporate their comments.

107 Replace the first and second paragraphs on page 107 of the Draft EIS with the following:

"In 1977, Billings was designated by the EPA as non-attainment for CO. The official non-attainment area is the 1978 city limits of Billings plus a small surrounding area. An attainment plan was developed, approved by the EPA and completed in 1984. Data was collected following completion of the improvements that were made as part of the attainment plan. Although the data showed compliance with the standards, data collection was determined to be insufficient by the EPA. Because of the insufficient data, the 1987 attainment request was denied and additional monitoring was required. Continuous monitoring in 1988, 1989 and 1990 has shown Billings to be in compliance with the CO standard."

"A short-term monitoring program has studied CO concentrations in the central business district (CBD) and the 24th Street West area to determine if the current continuous monitoring site is the highest emission area of Billings. The results of this short-term monitoring program were inconclusive, therefore, CO will be monitored in either the CBD, the 24th Street West area or both during the ten year maintenance period."

"On March 3, 1978 Billings was designated as a non-attainment area for TSP. The PM-10 standard which replaced the TSP standard took effect on July 31, 1987. Based on the 1985, 1986 TSP data and the EPA screening test method, Billings is considered to be in attainment with the PM-10 standard."

140        The third paragraph discusses a proposed land use study. This Shiloh Road Corridor Study has been completed in preliminary draft form and is under review at the county level.

151        Add the following sentence to the end of the first paragraph:

"A conformity determination provided by the Montana Department of Health and Environmental Sciences - Air Quality Bureau indicates a 15% reduction in automotive CO should the interchange be constructed."

151        Replace the second paragraph with the following:

"A carbon monoxide emission inventory indicates a 46% reduction for CO in Billings by the year 2000. This predicted reduction is due to federal tailpipe emission standards and motor vehicle turnover. Vehicle miles traveled (VMT) will continue to increase even with the "No-Build" alternative. CO emissions from the predicted 12.6% increase in VMT from 1995-2000 should be offset by motor vehicle turnover."

156        Add the following as the second paragraph under A. Mitigations.

"Other noise abatement measures to mitigate noise impacts have been considered. These measures could include traffic management measures (to reduce speeds or restrict certain vehicles), adjustment of horizontal and vertical alignments, and acquisition of additional property for a buffer zone. It is not considered reasonable to attempt to restrict traffic flow on a facility while the goal of the project is to improve traffic flow and access. Horizontal and vertical alignments are fixed to provide the required clearance over the MRL railroad and required roadway separation distances for traffic operations. Acquisition of additional property for a buffer zone is not considered reasonable due to the undeveloped character of the area."



159           Add the following as the fifth item under Permits.

"● A stormwater discharge permit is required for construction activities disturbing more than five acres. The Montana Department of Health and Environmental Sciences - Water Quality Bureau is the state agency responsible for stormwater permits."

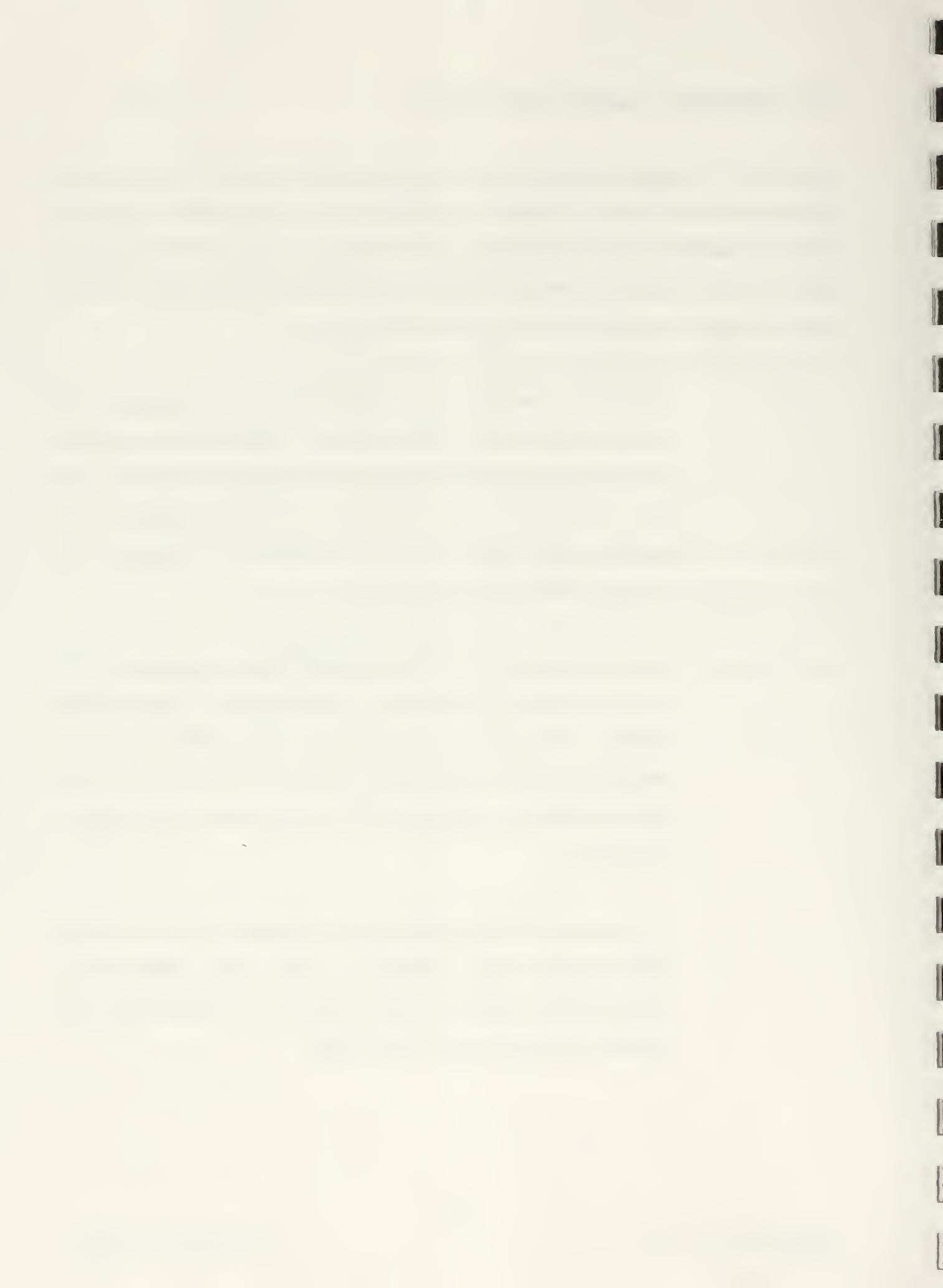
173           Add the following to the second paragraph.

"Based on input received during the scoping process, construction noise impacts have not been identified as a concern. If construction noise was determined to be a major concern, a special provision could be added to the contract documents to limit working hours."

### III. PREFERRED ALTERNATIVE

Alternative D, shown on the attached figure, has been identified as the preferred alternative because it does the best job in satisfying the purpose and need for the project while minimizing environmental impacts. Alternative D has been identified as the preferred alternative considering all the data collected; studies completed; and public and agency comment received. Specific reasons include:

- The purpose and need for the project is to improve access to the western portion of the Billings urban area. Traffic studies completed for the "Build" alternatives indicate that Alternative D provides the best access to the western study area. Travel time savings and the corresponding energy savings are greater for Alternative D compared to the other alternatives.
- Traffic volumes at the West Billings Interchange, approximately 2.5 miles east of the project area, are exceeding the capacity of the facility. An interchange at the Alternative D location, particularly with its ability to make a future connection to Gabel Road, would have a substantial mitigating effect on King Avenue West capacity problems.
- Air quality, specifically carbon monoxide levels, in the 24th Street West area have been a concern in recent years. Alternative D provides the best access to this area and will therefore have the greatest beneficial impact on air quality.





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PREFERRED ALTERNATIVE

ALTERNATIVE D

SHILOH ROAD INTERCHANGE

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- The future extension of Gabel Road from 32nd Street West to the Shiloh Road interchange would provide alternative access to the King Avenue West and 24th Street West area. This improved access is important to reduce traffic congestion and improve air quality. Alternative D provides for the most direct and efficient connection for the future extension of Gabel Road.
- Alternative D is located furthest from developed residential areas and will therefore have the least impact on those areas.
- Alternative D is located furthest from Canyon Creek School and will therefore have the least impact on the school. Substantial opposition to an interchange adjacent to the school location was noted during the scoping process.
- A substantial portion of property adjacent to the Alternative D site is currently zoned controlled industrial. This zoning is compatible with development anticipated following completion of the project.
- Alternative D is the location supported by local governments, community development groups and local businesses including: City of Billings, Yellowstone County Board of Planning, Yellowstone County Commissioners, Billings Technical Advisory Committee, Montana Trade Port Authority, Billings Area Chamber of Commerce, Billings Nursery and ZooMontana.
- Alternative D connects with Shiloh Road to the north of existing curves and intersections. This connection provides a more direct and efficient link with the Billings urban street system.



- The existing Shiloh Road overpass will be maintained in place providing an alternate route for local traffic. This alternate route would not be available if Alternative C were implemented.
- Due to the location of existing roadways, construction traffic control for Alternative D will be less complicated than for Alternative C.
- Alternative D would have no floodplain impacts. Alternative C would require three new bridge structures over Canyon Creek and require coordination for floodplain permits.
- Alternative D has the least impacts to existing businesses and residences requiring the least number of relocations. Right-of-way costs are less for Alternative D compared to the other build alternatives.
- Total estimated cost to construct an interchange at the Alternative D location is less than the other "Build" alternatives.

#### IV. MITIGATION MEASURES

The following mitigation measures have been identified for construction of an interchange at the Alternative D location:

- Probable adverse economic impacts would result from the relocation or restriction of access to any business including the loss of agricultural productivity. Mitigation measures include compensation of eligible property owners for the fair market value of their property and compensation to move business property to a new location. Compensation for agricultural land would consider lost earnings resulting from reduced productivity. Access to businesses and residences would be maintained although delays would be expected.
- Land use impacts would be mitigated by existing and proposed county policies and regulations. The Yellowstone Board of County Commissioners has initiated a land use study and attendant land use regulations around the interchange site to ensure that future development is consistent with the comprehensive plan and of good quality. The preliminary Draft Shiloh Road Corridor Study has been prepared and is under review at the county level. While MDT has no authority to enforce county policies and regulations, implementation would help mitigate land use impacts.

- Construction of an interchange at the Alternative D location would result in one residential relocation. Relocation assistance provided in accordance with the Uniform Relocation Assistance and Real Property Act of 1970, as amended, would mitigate impacts due to relocations.
- Noise impacts associated with Alternative D have been identified in the Draft EIS. Mitigation of noise impacts is typically achieved through construction of noise barriers, however, at the impacted sites noise barriers would have to accommodate access requiring openings in the barriers. Noise barriers are not considered practicable due to these openings which severely limit their effectiveness. Other mitigation measures including traffic management measures, alignment adjustments, and implementation of a buffer zone are not considered practical.

Mitigation of noise impacts consists of planning to prevent future impacts. Future impacts can be avoided by controlling development of land use adjacent to the interchange to ensure that future development maintains the balance of increased noise levels with planned land use. The proposed mitigation is consistent with the Yellowstone Board of County Commissioners recommendation to undertake a special project for land use in the vicinity of the future interchange.

- Construction impacts would include unavoidable short-term impacts to air quality and water quality. These impacts would be mitigated through the use of proper construction practices as defined in the Montana Department of Transportation's Standard Specifications for Road and Bridge Construction. Air quality permits from the State Air Quality Bureau would be required for asphalt plants and crushers. Dust would be controlled by watering or other acceptable methods. Construction related erosion would be controlled and slopes revegetated as soon as practical. Contractors would be required to construct irrigation facilities during the non-irrigating season or to provide temporary facilities acceptable to the water users.





## V. COMMENTS AND COORDINATION

The Draft EIS was approved for circulation on May 29, 1992.

A Location and Design Public Hearing was held on August 12, 1992 at the Career Center auditorium in Billings. A summary of the hearing is included in the Appendix.

Comments on the Draft EIS and Public Hearing were received through the comment period (ending August 24, 1992). Copies of comments received together with responses are included in the Appendix.



## VI. FINAL EIS CIRCULATION LIST

### **LIST OF AGENCIES, ORGANIZATIONS, AND PERSONS TO WHOM COPIES OF THE EIS ARE SENT**

#### **FEDERAL OFFICES**

Department of the Army  
Omaha District Corps of Engineers  
Attn: Mr. Richard D. Gorton, Chief  
Environmental Analysis Branch  
215 North 17th Street  
Omaha, NE 68102

U.S. Department of Agriculture  
Soil Conservation Service  
Montana State Office  
Federal Building, Room 443  
10 East Beckwith Street  
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Federal Emergency Management  
Agency  
Region VIII  
Denver Federal Center  
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Denver, CO 80225

Federal Housing Administration  
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Housing and Urban Development  
Federal Office Building  
301 South Park, Drawer 10095  
Helena, MT 59626

Federal Communications  
Commission  
Field Operations Bureau  
Seattle Field Office  
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U.S. Department of the Interior  
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Environmental Affairs  
1849 C Street N.W.  
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Federal Railroad Administration  
Office of Economic Analysis  
(RRP-32)  
400 Seventh Street S.W.  
Washington, D.C. 20590

U.S. Postmaster  
U.S. Post Office  
Billings, MT 59101

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Project Manager  
Montana Projects Office  
P.O. Box 30137  
Billings, MT 59107-0137

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Chief, Environmental Impacts  
Assessment Program  
U.S. Geological Survey, MS-760  
423 National Center  
Reston, VA 22092

U.S. Department of the Interior  
Office of Environmental Affairs  
Building 56, Room 1018  
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Denver, CO 80225-0007

U.S. EPA Montana Office  
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U.S. Department of the Interior  
U.S. Geological Survey  
Water Resources Division  
Room 428, Federal Building  
301 South Park, Drawer 10076  
Helena, MT 59626

U.S. Department of Transportation  
Federal Highway Administration  
301 South Park, Drawer 10056  
Helena, MT 59626

U.S. Fish & Wildlife Service  
Montana Office  
Enhancement Division  
Mr. Kampar McMaster, Field Supvr.  
Federal Building, 301 South Park  
Helena, MT 59626

U.S. Fish & Wildlife Service (ES)  
1501 - 14th Street West  
Suite 230  
Billings, MT 59102

Director, Federal Agency  
Liaison Division  
Office of Federal Activities  
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Coordinator  
Washington, D.C. 20460

U.S. Department of Agriculture  
Soil Conservation Service  
Billings Field Office  
Building A, Suite 7  
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Citizens' Advocate Office  
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Department of Commerce  
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Helena, MT 59620

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& Parks  
Stream Protection Coordinator  
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Department of Health &  
Environmental Sciences  
Solid & Hazardous Waste Bureau  
836 Front Street  
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Department of Health &  
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Department of Natural Resources  
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Environmental Quality Council  
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Montana State University  
Institute of Applied Research  
Bozeman, MT 59715

State Clearinghouse  
Lieutenant Governor's Office  
Capitol Building  
Helena, MT 59620

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3139 Duck Creek Road  
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Attn: Rich Stewart  
P.O. Box 1555  
Billings, MT 59103

Pet Henley  
3110 Brayton Street  
Billings, MT 59102

Ron Herekel  
2016 Interlachen Drive  
Billings, MT 59105

Robert Hardgrove  
2318 Lyman Avenue  
Billings, MT 59102

Erme Herghton  
5304 Leith Drive  
Billings, MT 59105

Fred & Hazel Hernettt  
P.O. Box 2433  
Casper, WY 82602

Keith & Denise Hasset  
8823 Susanne Drive  
Billings, MT 59101

Vern Heugse  
4505 Harvest Lane  
Billings, MT 59106

Robert Heyes  
4698 Harvest Lane  
Billings, MT 59106

Mildred Hefenieder  
3534 Duck Creek Road  
Route 9  
Billings, MT 59101

Bruce Henderson  
P.O. Box 132  
Columbus, MT 59019

Ann Hendricks  
3625 Jersey Lane  
Billings, MT 59101

Mr. Stuart Henkel  
2810 South Gregory Drive  
Billings, MT 59102

Charles J. Heringer  
2524 Emerson Place, ZooMontana  
Billings, MT 59102

J. R. Hickey  
3224 Wise Lane  
Billings, MT 59101

Ron Himmelspach  
8941 Keutzman Road  
Billings, MT 59101

John & Bonnie Jeres  
8725 Story Road  
Billings, MT 59101

Mery Jeffers  
9021 Kautzman  
Billings, MT 59101

Clifford E. Johnson  
5103 Denford Drive  
Billings, MT 59106

Willis B. & Ethel J. Jones  
2212 South 48th Street West  
Billings, MT 59106

Arlen & Yvonne Kammerzell  
8907 Susanne Drive  
Billings, MT 59101

Richerd Keppel  
236 Birchwood Road  
Billings, MT 59102

Teene Kennedy  
4662 Hervest  
Billings, MT 59101

C. V. & E. J. Ketterling  
4135 Neibeuer Road  
Billings, MT 59106

Thomes & Donna G. Kilpatrick  
814 First Avenue  
Laurel, MT 59044

Meggi King  
3224 Country Club Circle  
Billings, MT 59102

William S. King  
633 O'Melley Drive  
Billings, MT 59102

Donna A. Kirkness  
4457 Neibeuer Road  
Billings, MT 59102

H. J. Koppelman  
609 Fifth Avenue  
Leurel, MT 59044

Colin & Rite Knutson  
2241 South 48th Street West  
Billings, MT 59106

Pern Kraft  
2225 South 45th Street West  
Billings, MT 59106

Robert E. Kreft  
3619 Yerd Office Road  
Laurel, MT 59044

John H. & Alice M. Kuher  
3020 West 54th Street  
Billings, MT 59105

Allen R. Kuyett  
c/o Leonard A. & MerJeen L. Devis  
3546 Duck Creek Road  
Billings, MT 59101

LeRoy LeFurge  
3950 South Teneger Lene  
Billings, MT 59102

Dick Lerson  
1733 Perkhill  
Billings, MT 59101

Andy Leszlo  
3511 64th Street S.W.  
Billings, MT 59106

Peulette Leszlo  
P.O. Box 20952  
Billings, MT 59104

B. J. & Derlene M. Lawrence  
3412 Duck Creek Road  
Billings, MT 59101

Rod & Teri Lee  
2813 51st Street West  
Billings, MT 59106

Jim Leeming  
P.O. Box 29  
Roscoe, MT 59071

Robert A. Lenherdt  
4345 King Avenue  
Billings, MT 59106

Robert C. & Shirley Lester  
2224 Duck Creek Road  
Billings, MT 59101

Mercie Cooke Limppe  
Route 9, Wise Lene  
Billings, MT 59101

Howerd & Lorreine Lorenz  
4110 Rimrock Road  
Billings, MT 59106

Helen L. Love  
8931 Kautzman Road  
Billings, MT 59101

Doug Lovely  
490 North 31st St.  
Suite 112  
Billings, MT 59101

Bill Lowe  
3010 Shady Lane  
Billings, MT 59102

Buford N. Madsen  
3706 Duck Creek Road  
Billings, MT 59101

Richard C. Merble  
4665 Hervest Lene  
Billings, MT 59106

Robert E. & JoAnne W. Merble  
Billings Nursery  
7900 Laurel South Frontage Road  
Billings, MT 59101

Mervin & Leslie Merin  
5427 Denford Road  
Billings, MT 59106

Robert Mervin  
608 Perk Lene  
Billings, MT 59102

Mike Methew  
P.O. Box 35000  
Billings, MT 59107

George P. & Lorraine Metz  
Route 4  
224 South 40th Street West  
Billings, MT 59106

Richard & Lois McBride  
4671 Hervest Lene  
Billings, MT 59106

Rose McClure  
3619 Mellard Drive  
Billings, MT 59101

D.E. McDermott  
2110 100th Avenue North  
Billings, MT 59101

D. W. & Barbara McGregor  
3781 Heritage  
Billings, MT 59102

Tom McKerlick  
43 Shadow Heights  
Billings, MT 59105

Lorie Mettes  
2646 Yellowstone Avenue  
Billings, MT 59102

Irenne Mikilson  
P.O. Box 1896  
Billings, MT 59107

Mr. & Mrs. Carl L. Miller  
451 Sahara Drive  
Billings, MT 59105

Ken Miller  
Leurel, MT 59044



Norm & Lucille Mills  
1908 - 9th Street West  
Billings, MT 59101

Montana Tradeport Authority  
Attn: George Selover, Chairman  
P.O. Box 7132  
401 North 31st Street, Room 550  
Billings, MT 59103

George Mungas  
3942 Tanager Lane  
Billings, MT 59102

Maurice J. Muth  
4520 Michell Drive  
Billings, MT 59101

Dave & Lydia Neibauer  
4546 Neibauer Road  
Route 4  
Billings, MT 59106

Kenneth Wayne Neibauer  
8422 Laurel Frontage Road  
Billings, MT 59106

William A. & Elsie Neibauer  
8416 Laurel Frontage Road  
Route 9  
Billings, MT 59101

Owen Neiter  
817 Highwood Circle  
Billings, MT 59102

Richard A. Neve  
c/o Wallace Henman  
3554 Duck Creek  
Billings, MT 59102

Ray & Joan Norton  
5210 Danford Drive  
Billings, MT 59106

David O'Neill  
8921 Kautzman  
Billings, MT 59101

Mrs. D. Ostermiller  
5415 Rustic Avenue  
Billings, MT 59106

Rebecca Owens  
3519 King Avenue E.  
Billings, MT 59101

Pat & Theresa Patterson  
5415 Danford  
Billings, MT 59106

Shane Patterson  
7000 Whitehall Lane  
Billings, MT 59101

Francis & Lola Payer  
2929 South 53rd West  
Billings, MT 59105

Donald & Judy Peck  
P.O. Box 31072  
Billings, MT 59107

Mr. & Mrs. Harold Peterson  
3720 Wise Lane  
Billings, MT 59101

Tillie Pierce  
1227 Broadwater  
Billings, MT 59102

T. S. & Louise A. Pinter  
2121 - 48th Street West  
Billings, MT 59102

Gary & Donna Pippin  
2120 Shiloh Road  
Billings, MT 59106

Larry R. & Jerry Porter  
1910 Belvedere Drive  
Billings, MT 59102

Bob & Barbara Powelson  
2706 Lewis Avenue  
Billings, MT 59105

Debora Reger  
2708 Palm Drive  
Billings, MT 59102

J. W. & Jane Reger  
3139 Gregory  
Billings, MT 59102

Dallas Richterich  
3736 Green Acres Drive  
Billings, MT 59101

Larry Ridle  
121 19th Street West  
Billings, MT 59102

Tex Rieke  
8646 Armadillo Road  
Billings, MT 59101

Dave & Nancy Rigg  
4115 Wells Place  
Billings, MT 59106

Rimrock Foundation  
David W. Cunningham  
1231 No. 29th  
P.O. Box 30374  
Billings, MT 59106

Wes Robbie  
2106 South 48th Street West  
Billings, MT 59106

Gregary A. & Karen L. Robey  
8936 Susanna Drive  
Billings, MT 59101

Chuck Rodgers  
626 West 13th  
Laurel, MT 59044

Roscoe Steel & Culvert Co.  
James P. Roscoe  
P.O. Box 29078  
Billings, MT 59104

Charles R. & Adaline Rudio  
2424 - 48th Street West  
Route 4  
Billings, MT 59106

Richard C. & Lynette J. Rudio  
2744 - 48th Street West  
Route 4  
Billings, MT 59106

Walt Sackman  
335 48th Street West  
Billings, MT 59106

Margaret Sanderson  
2046 56th Street S.W.  
Billings, MT 59106

Robert Sanderson  
6511 O'Donnell Lane  
Billings, MT 59106

William A. & Amelia Schelle  
9224 Laurel South Frontage Road  
Route 9  
Billings, MT 59101

Loyal D. & Jane L. Schultes  
3506 Duck Creek Road  
Billings, MT 59101

Robert & Kathleen Scollard  
3306 Duck Creek Road  
Billings, MT 59101

Norris Scott  
3414 Flagstone Drive  
Billings, MT 59102

Roger L. & Patricie Seemans  
8824 Susanne  
Billings, MT 59101

W. D. & Joyce M. Selleck  
8715 Susenne  
Billings, MT 59101

Rendy Semeis  
4140 Country Gerden Road  
Billings, MT 59105

Dele & Merg Shefter  
4335 Jeckreebbit Drive  
Billings, MT 59106

Bruce T. Simon  
217 Clerk Avenue  
Billings, MT 59101

Herry T. Smart  
3946 South Teneger Lane  
Billings, MT 59102

Terry Smith  
510 North Broadway, 4th Floor  
Billings, MT 59101

Virginia M. Snook  
2420 - 2nd Avenue North  
Billings, MT 59101

James O. Southworth  
3843 Sendpiper Lane  
Billings, MT 59102

Lucinde Splitstone  
3631 Mallerd Drive  
Billings, MT 59101

Rich & Ruth Stewart  
8647 Shepherd Road  
Billings, MT 59101

Chip Stoecker  
4652 Harvest Lene  
Billings, MT 59106

Ralph Stone  
2122 Nine Clere Road  
Billings, MT 59102

Rhoda S. Story  
1204 Parkhill Drive  
Billings, MT 59102

Arlend Strend  
8414 Frontage Road  
Billings, MT 59101

Arnie & Lyn Strend  
8014 Laurel South Frontage Road  
Billings, MT 59101

Leurel Stricker  
3606 Mellerd Drive  
Billings, MT 59101

Jerry Stuart  
8944 Susenne Drive  
Billings, MT 59101

Sunrise-Montene, Inc.  
2070 Overlend Avenue  
Suite 103  
Billings, MT 59102

Tamereck Properties  
Attn: Gregory C. MecDoneld  
2929 Third Avenue N., Suite 538  
Billings, MT 59101

Technical Equipment Company  
Attn: Bill Sterr  
P.O. Box 80085  
Billings, MT 59108

Jerry Thomas  
2010 Pleze Drive  
Billings, MT 59102

Coral & Nick Townsend  
4217 Neibeuer Road  
Billings, MT 59102

Richerd L. Treiber  
6900 Whitetail Lene  
Billings, MT 59101

Sheryl Ungefug  
740 Terry  
Billings, MT 59101

Rendy & Christy Vogel  
4686 Harvest Lane  
Billings, MT 59106

Devid Wegner  
8544 Danford Avenue  
Billings, MT 59106

Dick Wegner  
727 Howerd  
Billings, MT 59101

Scott Walker  
1029 North 31st  
Billings, MT 59101

James A. & Jerry Welter  
3410 Hesper Road  
Billings, MT 59106

Devid Wenger  
8544 Denford Lene  
Billings, MT 59106

Leona & John Whetham  
4808 Danford Drive  
Billings, MT 59106

Lore Wiedrick  
Route 4  
Shiloh Road  
Billings, MT 59106

Williston Basin  
Interstete Pipe Company  
Attn: Merk J. Mekelky  
P.O. Box 131  
Glendive, MT 59330

Corrine Lee Wilson  
Box 245, Rout 9  
Billings, MT 59101

Wade Wimmer  
3352 Winchell Lene  
Billings, MT 59102

Fred D. Winters  
319 5th Avenue  
Leurel, MT 59044

John W. Wise, Sr. & Abbie R. Wise  
2745 Wise Lene  
Route 9  
Billings, MT 59101

John W. Jr. & Marilyn A. Wise  
2607 Wise Lene  
Route 9  
Billings, MT 59101

Lynn Wohl  
3615 Mellerd  
Billings, MT 59101

Casscordrer Berry & Joseph P.  
Wonder  
3020 South 53rd West  
Billings, MT 59101

William Wooston  
2140 Concord Drive  
Billings, MT 59102

Yellowstone Valley Central  
Lebor Council  
Attn: Pres. - Derrell Holzer  
24 South 29th Street  
Billings, MT 59101

Eugene J. Yost  
3524 Duck Creek Road  
Billings, MT 59101

Eugene J. Elsie E. Yost  
8014 Laurel South Frontage Road  
Route 9  
Billings, MT 59101

George A. & Karen S. Yost  
2343 Shiloh Road  
Billings, MT 59106

Ishmaal & Mary Yost  
8108 South Frontage Road  
Route 9  
Billings, MT 59101

Leroy I. & Edna Mary Yost  
2608 Wise Lane  
Route 9  
Billings, MT 59101

Robert E. & Elvira Yost  
2920 Wise Lane  
Billings, MT 59101

Paul Yourk  
4216 Autumn Lane  
Billings, MT 59106

Dennis Youts  
3820 Haritaga  
Billings, MT 59102

Edwin Zaidlicz  
724 Park Lane  
Billings, MT 59102

George & Camille Zent  
4217 Autumn Lane  
Billings, MT 59106

Pat & Susan Zentz  
10152 Duck Creek Road  
Laurel, MT 59044

ZooMontana  
Mr. Jim Duncan, Administrator  
P.O. Box 955  
Billings, MT 59103



# **APPENDIX**

- **Summary of Location and Design Public Hearing**
  - **Comments on DEIS/Responses**



RECEIVED

JAN 21 1993

SUMMARY OF THE  
LOCATION AND DESIGN PUBLIC HEARING

HKM ASSOCIATES

File #434

IR 90-8(114)443  
SHILO ROAD INTER. BILLINGS

This report is submitted in lieu of a verbatim transcript of the proceedings at a Location and Design Public Hearing held in the Career Center Auditorium in Billings, Montana on August 12, 1992. The tape of the hearing is on file with the department's Public Hearing Office in Helena seventy-five (75) people attended.

A news release was ordered December 1, 1989.

The first Scoping meeting was held December 12, 1989, with one hundred twenty-five (125) people attending.

The second Scoping meeting was held July 11, 1990 and one hundred eighteen (118) people were present.

Roy Ventura, Jr., P.E., Billings District Engineer, reviewed the background of the project that led to the detail studies of the three alternates and the rejection of Alternate A.

John Shoff, Engineer for HKM Associates, explained the operation and general feature of each "build" alternate. Some of these items were the traffic controls, signals, signing, ramps and frontage road. The controlled access boundaries were also identified. John also summarized the contents of the Draft E.I.S. and the time frame for submitting comments.

Murdo Wilson, Field R/W Supervisor in the Billings District, explained the basic R/W procedures and the relocation program.

The discussion and questions submitted by the audience are summarized as follows:

John explained the location of the signals and the interstate access control boundaries, other negotiated accesses and the speed controls were questioned. Two people suggested the north side connection to Shilo Road be shifted toward the south and a drainage problem was identified in the area. John also explained the time saving route of traffic through Alternate D. Roy outlined the funding problems that keep the department from setting a firm letting date.

Three farm operators expressed their first preference to locate the interchange in a different place. They all objected to the amount of land involved in the scope of the job and felt it should be "pulled in" in all cases to reduce loss of the farmland. They made points of disruption of irrigation ditches, and the importance of agricultural operations to the Billings economy.



Summary

Page 2

October 30, 1992

Three landowners and/or road users supported Alternate D and six people representing agencies, City, County and local interests such as Zoo Montana, Chamber of Commerce and Montana Trade Port also favored Alternate D.

During and after the hearing sixteen letters and petitions were received.

- 5 from State and Federal Agencies addressed their particular concerns such as, air and water quality, farmlands, adherence to regulations or no comment.
- 2 requested a new site west of Shilo Road.
- 2 farm operators supported Alternate A.
- 2 farm operators also suggested A or B and narrower.
- 1 petition with 41 households proposed Alternate A.
- 1 letter offered a modified Alternate C.
- 5 form letters, a smaller Alternate D.
- 2 letters, County and Zoo Montana for Alternate D.
- 3 letters, individuals, for Alternate D.
- 1 letter with 4 households supported Alternate D.

Daniel P. Bartsch

Daniel P. Bartsch  
Information Officer

DPB:Q:PAF:2.dr



L1

Billings, Montana  
April 6, 1992

The Highway Commissioner David S. Johnson P.E.

By putting the interchange at "D" there  
isn't a South Road off the interchange. This  
will not help traffic the off Ducks Road or  
Wise Lane. When I saw Mother Nature Bridge  
over the Yellowstone River at Ducks Road.

There is room between Interstate and  
Railroad for Exit of west bound traffic off  
the Interstate at 'A' & 'B' sites. There is  
room to Montana Zoo. The state own  
land at 'C' site found.

There is less irrigation ditches  
at this these A, B, C sites. Why can't  
be off Ramps like at Moss Main and at  
Johnston use pass east of Billings. Ditches

There is plenty of "irrigation" at  
site 'D' the way it is planned it make  
hard to drain the land.

Why should a special road  
be built for Montana Zoo. When Heeper is  
that close. (over)

LETTER AND  
COMMENT

RESPONSE

- 1-1 The purpose of the project is to improve access between the western portion of Billings and Interstate 90. Traffic studies completed for this project have indicated that an interchange at the Alternative D location best satisfies the purpose of the project. Traffic south of I-90 can access the interchange by the existing roadway system (Goodman Road, Wise Lane, Duck Creek Road, South Frontage Road).
- 1-2 Compared to Alternative D, there is additional room between the railroad and I-90 at the Alternative B and C locations. However due to other factors, (Canyon Creek, connections to existing roadways, right-of-way impacts/costs) an interchange at these locations is less desirable than at the Alternative D site.
- Alternatives A and B do not substantially improve access to the majority of people in West Billings which is the purpose of the interchange.
- 1-3 A substantial amount of irrigation involvement is expected at each of the proposed locations. Irrigation facilities will be perpetuated to the extent practicable. The additional cost expected as a result of irrigation involvement for Alternative D does not offset the sites overall advantage.
- 1-4 Preliminary studies completed by MDT indicate that reconstruction of I-90 to allow the crossroad to pass beneath the interstate would be substantially more expensive than the alternative proposed. Additional design constraints (Canyon Creek, MRL railroad) would make this type of alternative difficult to implement. The crossroad would necessarily be required to go under the railroad. This would require an adjustment to a substantial portion of the interstate. Corresponding site drainage, right-of-way and construction costs would increase.
- Design criteria governing the overall project development (ramp separation distances) would remain the same. The interchange would still require the same amount of room.
- 1-5 See response to comment 1-3.
- 1-6 A special road is not being built for Zoo Montana. The connection to Shiloh Road was developed as the best way to connect to the Billings urban street system.

L1

1-7 | Your Truly  
Robert "Bob" Ford  
P. S. Why be putting a "D" do we want  
a overpass like at the West end overpass (Shaw).

LETTER AND  
COMMENT

RESPONSE

1-7 See response to comment 1-4.



DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, OMAHA DISTRICT  
215 NORTH 17TH STREET  
OMAHA, NEBRASKA 68102-4978  
July 7, 1992



L2

REPLY TO  
ATTENTION OF

Planning Division

Mr. David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, Montana 59620

Dear Mr. Johnson:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for the Shiloh Road Interchange, IR 90-8(114)443, in Yellowstone County, Montana.

One of our particular responsibilities in reviewing this DEIS is ensuring that it adequately addresses Section 404 permitting issues. It is stated on pages 3 and 160 of the document that no wetlands will be affected by the proposed project. However, the proposed project and its alternatives cross Canyon Creek, requiring the temporary or permanent placement of fill into the creek. On pages 8 and 159 of the DEIS, it is recognized that a Section 404 permit will be required. For a detailed review of permit requirements, final project plans should be sent to:

Mr. Robert McInerney  
U.S. Army Corps of Engineers  
c/o DNRG/CDD  
1520 East 6th Avenue  
Helena, Montana 59620-2301

If you have any questions, please contact Ms. Julie Swoboda of our staff at (402) 221-4895.

Date Recd.	Preconst	20-98
Info	MAIL	PCUTE
Act		
Initial		
Attach		

Sincerely,

*Richard D. Gorton*  
Richard D. Gorton  
Chief, Environmental  
Analysis Branch  
Planning Division

LETTER AND  
COMMENT

RESPONSE

- 2-1 In accordance with federal regulations, development of Alternative C would require additional coordination with the Corps of Engineers. No additional coordination would be required for the development of Alternative D.

-4-



L4

August 3, 1992

David S. Johnson, P.E. Chief  
Department of Public Hearings  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

RE: I 90-8(114) Shiloh Interchange Billings #1308

Dear Mr. Johnson:

After reading your "Draft Environmental Impact Statement", I feel that Alternate D is the best choice as it will allow traffic to flow into and off of Shiloh Road, 32nd Street West, and 24th Street West.

Although I do support the construction of a new interchange, I also have a great deal of concern about the effects that the actual highway construction will have on our business. We feel that it is imperative to our business survivability that there are no major traffic interruptions on the South Frontage Road during the months of April, May, and June. Sales during these three months account for 60 percent of our annual income. To avoid this, we ask that the re-routing and reconstruction of the South Frontage Road be finished before the main overpass construction is started so that traffic can still flow on the South Frontage Road.

Thank you for considering the potential problems which this interchange construction could cause for Billings Nursery, Inc. and the other businesses in the area.

Sincerely,

Richard C. Marble  
President

LETTER AND  
COMMENT

RESPONSE

4-1

The timing of construction activities will be dependent on funding availability and the selected contractors schedule. Due to the lack of existing development at the Alternative D location, most construction activities will be beyond the limits of existing roadways. Delays to traffic flow can be expected due to the presence of construction vehicles utilizing the existing roadways. Construction activities will be sequenced to minimize impacts to area businesses.

4-1



DEPARTMENT OF  
HEALTH AND ENVIRONMENTAL SCIENCES

AIR QUALITY BUREAU

L5



STAN STEPHENS, GOVERNOR

STATE OF MONTANA

COGSWELL BUILDING

(406) 444-3454  
FAX # (406) 444-1374

HELENA, MONTANA 59620

August 7, 1992

David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Transportation  
2701 Prospect Avenue  
Helena, MT 59620

Dear David:

I have reviewed the air quality portions of the Shiloh Road Interchange Draft Environmental Impact Statement, and have the following comments:

I believe the last paragraph on page 106 and the first on the following page are somewhat misleading and contradictory concerning the Billings carbon monoxide (CO) problem. As indicated in Bob Raisch's letter (July 18, 1989) included in your appendices, the data collection was deemed insufficient by EPA. As a result, the 1987 attainment request was denied, and further monitoring was required. The continuous monitoring has shown Billings to be about 24% below the 9 ppm CO standard for 1988, 1989, and 1990. The CAAA of 1990 designation of Billings as an unclassified nonattainment area opened the door for a second attainment designation request and ten year maintenance plan.

The short-term study was performed to determine if the current monitoring site is in the highest emission area of Billings. The results were inconclusive, as both the CBD and the 24th Street West area produced levels statistically similar to those found at the continuous monitoring site. CO will be monitored at one or both alternate sites during the ten year maintenance period to provide a continuous comparison with the Exposition Drive site.

The emission inventory mentioned in Bob Raisch's letter has been performed and indicates an expected overall reduction in CO due to motor vehicle turnover of 46% by the year 2000. This projection includes a 20% growth rate for Billings, which matches the change between the 1980 and 1990 census data.

The MOBILE4.I model I ran for conformity determinations for the Shiloh Road project indicated a substantial reduction (15%; see attachment) in automotive CO should the interchange be built.

LETTER AND  
COMMENT

RESPONSE

- 5-1 The text concerning carbon monoxide will be clarified in the Final Environmental Impact Statement.
- 5-2 The proposed project would not increase traffic in the central business district. Traffic flow in the 24th Street West area will be improved as a result of the construction of the interchange.
- 5-3 Reduction due to motor vehicle turnover noted.
- 5-4 Reduction in automotive CO due to construction of interchange noted.



L5

Mr. David S. Johnson  
Page Two  
August 6, 1992

LETTER AND  
COMMENT

RESPONSE

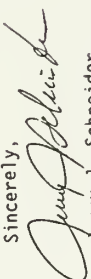
- |     |   |
|-----|---|
| 5-5 | Text in Final Environmental Impact Statement will be clarified. |
| 5-6 | Text in Final Environmental Impact Statement will be clarified. |

The dates in the second and third paragraphs on page 107 are incorrect. The TSP nonattainment designation occurred March 3, 1978 and remains in place. The PM-10 standard which replaced the TSP standard was promulgated July 1, 1987, and took effect on July 31, 1987. Based on the 1985 and 1986 TSP data and the EPA screening test method, Billings was considered to be in attainment with the PM-10 standard.

5-5

The second paragraph on page 151 states the no-build scenario would have little effect on air quality in the immediate project area or the CBD. This is not entirely true; the VMT projection provided by MDOI shows an increase of 12.6% (1,769,033 - 1,992,442), which would indicate a matching increase in CO. Although vehicle turnover is expected to produce that much or more of a reduction in the five year period, outside factors could produce a slower turnover rate and a resultant smaller reduction in CO emissions.

5-6

Sincerely,  
  
Jerry J. Schneider  
Environmental Specialist

JJS:d1

Enclosure

## 6.0 Conclusions

### Conformity Determination June 1992 Billings

	Baseline		New TIP	
	1995	2000 % Change	1995	2000 % Change
VMT	1769033	1992442 11.2	1523568	1934839 21.3
VHT	60965	68146 10.5	52909	66014 19.9
Avg. Spd	29.02	29.24 0.8	28.80	29.31 1.8
Emission Factors				
low gm/mi	35.77	23.13	36.11	23.25
hi gm/mi	45.26	27.14	45.66	27.28
avg gm/mi	40.52	25.14	40.89	25.27
#/mi	0.0893	0.0554	0.0901	0.0557
CO #/day	158011	110408	137329	107771

	Baseline	New TIP % Change
1995	158011	137329 -15.1
2000	110408	107771 -2.4

To apply the inventory results to the current CO situation, the highest second maximum 8-hour CO value from 1988 and 1989 (6.8 ppm - table C-2, Appendix C) was selected and compared with the 8-hour standard (9.0 ppm). Since the second highest maximum is 24% below the standard, no additional controls appear to be necessary. Nevertheless, the projected federal tailpipe emission standards will decrease the overall CO emissions significantly (an estimated 43% by 1995) and further improve air quality in Billings.

Table 13 lists the current (1990) and projected 1995 and 2000 EFs from MOBILE4.1. The data indicates that mandated tailpipe emission controls in conjunction with expected fleet turnover will result in an overall reduction of 42.5% in automotive CO emissions by 1995. This would be a 48,220 pound per day reduction, lowering the total from 128,248 to 80,028, an overall decrease of nearly 30%.

TABLE 13

### PROJECTED COMPOSITE AUTOMOBILE EMISSION FACTORS

	1990		1995		% Reduction		2000		% Reduction		Additional % Reduction		Total % Reduction	
Rural Freeway	77.45	39.47	49.0	19.85	49.7	49.7	74.4							
Rural Arterial	23.21	12.52	46.1	6.75	46.1	46.1	70.9							
Rural Collector	34.10	20.73	39.2	12.94	37.6	37.6	62.1							
Rural Local	41.25	25.98	37.0	16.86	35.1	35.1	59.1							
Urban Freeway	41.33	20.62	50.1	10.30	50.1	50.1	75.1							
Urban Arterial	28.20	16.53	41.4	10.14	38.7	38.7	64.0							
Urban Collector	37.32	23.20	37.8	15.18	34.6	34.6	59.3							
Urban Local	46.27	30.06	35.0	20.50	31.8	31.8	55.7							
AVERAGE	41.14	23.64	42.5	14.06	40.5	40.5	65.8							

The composite runs were chosen to show representative current projected EPA tailpipe emission reductions rather than using all vehicle classes. This data indicates that if the current tailpipe emission reduction requirements remain in effect, Billings will achieve about a 65% reduction in automobile CO by 2000. Table 14 lists the major CO sources, 1990 emissions and 1995 and 2000 projected emissions and percent change. Billings should be able to maintain without further controls. Since the Billings 1990 Census showed a 20% increase since 1980, a similar growth rate (10% over 5 years) was used for projection purposes.

TABLE 14

## PROJECTED CARBON MONOXIDE AREA SOURCE EMISSIONS (#/day)

<u>Source</u>	<u>1990</u>	<u>1995</u>	<u>% Change</u>	<u>2000</u>	<u>% Change from 1995</u>	<u>Total % Change</u>
R W B	16,783	18,455	10.0	20,301	10.0	21.0
Nat Gas	540	590	9.3	650	10.2	20.4
Aircraft	7,376	8,114	10.0	8,925	10.0	21.0
Locomotives	176	195	10.8	217	11.3	23.3
Industry	128,248	80,028	-37.6	52,168	-34.8	-59.3
Automobile	153,122	107,381	-29.9	82,261	-23.4	-46.3
Total:						

NOTE: Table values are from the ASES report, and some differ from the calculated values in the text due to rounding conventions.

Aug. 8, 1992

L6

PETITION

WE, THE UNDERSIGNED RESIDENTS OF THE WEST BILLINGS AREA ARE REQUESTING  
THAT THE WEST INTERSTATE INTERCHANGE ACCESS BE PLACED AT THE DUCK CREEK  
ROAD & NORTH TO 48th, St., INSTEAD OF 1/2 MI. EAST OF K.G.H.I. RADIO STATION.

6-1

*Joe Fattum*  
*Joe Fattum*

*Theresa Anderson*

*Theresa Anderson*  
*Kathy & Godie Anderson*  
*Mandi & Leslie Mann*

*Patricia Brown*  
*Kale Brown*

*Art Hegele*

*Jamie Deque*  
*Bertie T. Powell*  
*Bartholomew*

*Blair H. Kular*  
*Allice H. Kular*

*Mar Dempster*  
*Barbara*

*5415 Danforth, Bldg. 107*  
*Est. (area) 107*

*3135 S. 59th St West Bldg. 111*

*5417 Danforth. Bldg. 107*

*5421 Danford Bldg. 107*

*5427 Danford Rm., Bldg. 117*

*5439 Danford Bldg. 3906*

*5439 Danford 59106*

*3130 S 54th St W Bldg. 195*

*3130 S. 54th St W Bldg*

*2706 Lewis Avenue Billings*

*2706 Lewis Ave Bldg.*

*3020 - 1054th St. So. 2nd - Bldg. 5.*  
*3020 W. 54th St. S. RR1 Billings*

*3008. 54 St. S.W. 2nd 1. Bldg.*

*5340 Leith Dr. Bldg.*

*5304 Leith Dr.*

LETTER AND  
COMMENT

RESPONSE

6-1

An alternative interchange location connecting Duck Creek Road and 48th Street West has been studied as part of this project (Alternative A). Traffic studies have shown that Alternative A does not adequately satisfy the purpose of the project (improving access to western Billings), therefore it was eliminated from detailed consideration.

Preliminary traffic studies of the Alternative A site indicated that initial traffic volumes on the interchange at that location would be very minor. Traffic projections into the design year indicate that crossroad traffic volumes for Alternative A would be about the same as those expected at the Alternative D site if implemented today. At the design year, Alternative D would serve almost twice as many vehicles on a daily basis as Alternative A.

Interchanges at New Creek

L6

Date

Name

Butler M. Madson

Dana Edwards

Kenneth Bellman

John P. Thompson

Joe Bellman

Rene M. C. Lorne

James Applestone

Georgia Evans

Joe F. Evans

Joe M. Bell

Em. M. Bell

Mary Jeffers

Raymond Hendricks

Bob A. H. H.

Shelley H. H.

David O. Smith

Eugene J. Gost

3706 New Creek Rd

9120 Kautzman

9047 Kautzman

8941 Kautzman Rd

9003 Kautzman

3619 Mallard Dr.

3631 Mallard Dr

3630 Mallard Dr.

3630 Mallard Dr

3729 Mallard Dr.

3849 Mallard

9021 Kautzman Rd

3625 Jerry Ln

3625 Jerry Ln

3731 Kautzman Rd

3524 Duck Creek Rd

John Hager

Francis B. Page

Patricia E. Page

Dani G. Page

Joseph P. Page

Cassandra Page

Ray A. Page

Thomas Patterson

Paul J. Patterson

Charles A. Canon

John J. Cannon

William J. Cannon

Bonnie J. Cannon

Dennis J. Cannon

John E. Cannon

John E. Cannon

2929 S. 53rd

Blago

3045 S. 53rd W

3055 S. 53rd W

3020 S. 53rd St W

3020 S. 53rd St W

5210 Danford Dr

5415 Danford Rd.

519 5th Ave

1912 W. 10th

Robert J. Cannon

Engaged in area

5103 Danford Drive

8725 Story Road

Box 12 Road 1000

Employed in area

8725 Story Rd.

3615 Mallard



United States Department of the Interior

OFFICE OF THE SECRETARY  
OFFICE OF ENVIRONMENTAL AFFAIRS  
DENVER FEDERAL CENTER, BUILDING 56, ROOM 1018  
P.O. BOX 25007 (D-108)  
DENVER, COLORADO 80225-0007



LETTER AND  
COMMENT

RESPONSE

7-1 No comment, documentation of coordination.

AUG 11 1992

ER 92/578

David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, Montana 59620

Dear Mr. Johnson:

The Department of the Interior reviewed the Draft Environmental Impact Statement for the Shiloh Road Interchange Project, Yellowstone County, Montana, and has no comments.

Sincerely,

*Robert F. Stewart*

Robert F. Stewart  
Regional Environmental Officer





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION VIII, MONTANA OFFICE  
FEDERAL BUILDING, 301 S. PARK, DRAWER 10096  
HELENA, MONTANA 59626-0096

L8

Ref: 8MO

August 11, 1992

Hank D. Honeywell  
Division Administrator  
Federal Highway Administration  
301 South Park Street  
Drawer 10056  
Helena, Montana 59601

Re: Shiloh Road Interchange  
IR 90-8(114)443, Draft  
Environmental Impact  
Statement

Dear Mr. Honeywell:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the Environmental Protection Agency's Region VIII Montana Office (EPA) has reviewed the above-referenced Draft Environmental Impact Statement (DEIS).

The Federal Highway Administration (FHA) has proposed construction of a new interchange to Interstate 90 near Billings, Montana in Yellowstone County. There were four (4) potential alternatives developed and one (1) required no action alternative. Alternative D, was selected as the agency's preferred plan. This proposal includes construction of four (4) access ramps, overpass structure, connecting roadways to the city of Billings, and relocation of the existing frontage road.

The FHA has done a wetland evaluation and biological assessment of the project area. This has complied with the requirements of the "Interagency Memorandum of Understanding: Management and Mitigation of Highway Construction Impacts to Wetlands in the State of Montana - 1983" (page 111).

The EPA does have concern over the loss of 51 to 62 acres of very important farmland (page 175) due to the proposed action alternative. This equates to approximately one-half (1/2) percent of all prime farmlands in Yellowstone County. The potential for even greater loss comes from later industrial and or commercial development. Could less land be consumed for the same outcome?

LETTER AND  
COMMENT

RESPONSE

8-1 The loss of farmland is an unavoidable impact that has been considered in the design of this interchange.

The location of the existing MRL double-track mainline railroad adjacent to I-90, coupled with the established design criteria has dictated the geometry of the interchange. The north ramp terminals (Ramps D-1/D-2) will be located between I-90 and the railroad. A 600 ft. separation is required in order to provide the minimum distance for turn bays and tapers between the ramp terminals (D-1/D-2 and D-3/D-4). Similarly a 400 ft. separation is required between the south ramp terminals (Ramps D-3/D-4) and the intersection at the South Frontage Road. These required separation distances are based on established and recognized design criteria. Considerable effort has been expended in the development of alternative geometric design in an effort to minimize right-of-way impacts. Minimum acceptable standards that could reduce the amount of right-of-way required were incorporated into the design as it was developed. It is not possible to change the major design features and reduce the size of the interchange without compromising the project in terms of safety and efficiency.

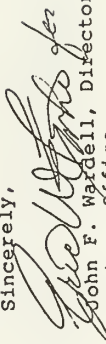
The project location is adjacent to the Billings urban area. This farmland will be converted to non-agricultural uses as the city continues to grow in a westerly direction. The proposed interchange is only one factor affecting the westward growth of Billings. Construction of an interchange will accelerate the conversion of this farmland due to its growth enhancing characteristics.

L8

In accordance with the criteria that the EPA has established for rating Environmental Impact Statements, we have rated this DEIS as category LO-1 (Lack of Objections-Adequate Information). A copy of the EPA's rating criteria is attached.

The EPA was pleased to see such a well constructed document. We will continue to offer our assistance concerning this project. Please feel free to contact Jeff Bryan of my staff at 406-449-5486.

Sincerely,

  
John F. Wardell, Director  
Montana Office

Enclosure

cc: Phyllis Williams, 8WM-EA  
Pearl Young, OFA-A104  
David Johnson, MDH

RECEIVED	MASIEK FILE	ZOO MONTANA ZOOLOGICAL GARDENS
AUG 14 1992	COPY	L9

MONTANA DEPT. OF TRANSPORTATION  
HIGHWAYS DIVISION  
BILLLINGS, MONTANA  
Wednesday, August 12, 1993

To: Roy Ventura, District Engineer  
Montana Department of Highways  
Billings, Montana

From: Jim Duncan, Administrator  
ZooMontana, Inc.

Re: Shiloh Road Interchange  
Draft Environmental Impact Study  
Public Hearing

ACT	BILLINGS DISTRICT
	District Engineer
	Suprv. Const.
	Field Project Mgrs.
	Engr. Officer
	Chief Field Maint. (6)
	Chief Field Maint. (1)
	Engineering Services Suprv.
	Design
	Materials Suprv.
	Utilities Agent
	Trav. Engr.
	Right of Way
	Centralized Services Suprv.
	Asst. Spec.
	Personnel Spec.
	Payroll
	Engr. File
	GWV Suprv.
	Distr. File

*C. D. Barzsch, Mt. Laguna*

Over the years, ZooMontana has followed the progress of the Shiloh Road Interchange with extreme interest. Obviously, we have alot at stake for our future success. During the process, we have tried to stay out of the politics revolving around whose property might be favorably or adversely affected.

When we have shown support for a specific alternate, we did so only to help expedite construction of the interchange project in general. For example, we strongly supported the Alternate "D" location at the last public hearing because we wanted to be a part of our communities' "unified effort" toward getting the project off the ground. Efforts such as that send a strong message of cooperation which in turn can help move the project forward.

In every way possible, we want the interchange to be a good solution to traffic needs in West Billings. ZooMontana needs good access from Interstate 90, as do many other entities in the area including Oscar's Dreamland.

Today, our position remains the same. We support the Montana Department of Transportation's selection of Alternate "D" as the preferred alternate which provides good access from Interstate 90 to Shiloh Road.

Construction is now underway on ZooMontana with an initial opening scheduled for 1993. Timely construction of the I-90 interchange is now more critical than ever to zoo's success.

LETTER AND  
COMMENT

RESPONSE

9-1 Timing of construction is dependent upon funding availability. As defined in the text of the environmental document, demonstration funding spread over six years (1992-1997) has been allocated for construction. Local governments and support groups ability to develop alternative financing methods could have an impact on project schedule.

RECEIVED

AUG 14 1992

MONTANA DEPT. OF TRANSPORTATION  
HIGHWAYS DIVISION  
BILLINGS

L10

Everett & Pamela Gabel  
2530 Goodman Road  
Billings, MT 59101

August 12, 1992

Montana Department of Highways  
Department of Public Hearings  
2701 Prospect Avenue  
Helena, MT 59620

Gentlemen:

We have studied the options for the Shiloh interchange and there are several comments we would like to make.

The overall size of any one of the options is immense. No matter which option is ultimately chosen, it should be designed to be considerably smaller. The Farmland Protection Act was enacted to preserve prime agricultural land from development. All the options would ruin substantial amounts of prime farmland. A smaller interchange would help to bring this project more in line with the intent of the Protection Act. Many states have already realized the importance of their agricultural land to their economic base and have taken steps to limit its development.

A smaller interchange would cost much less for construction and land acquisition. The interchange does not need huge 70 mph approach ramps. That speed is above the posted speed limit for that section of interstate and would increase the amount of accidents on the interchange.

Also, The Environmental Impact Statement on option D has some incorrect information. The statement indicated only one ditch (Canyon Creek) would be involved in this option. There are a minimum of five irrigation ditches that would need to be piped so that farming operations served by these ditches would not be compromised. The statement also indicates that sugar beets grown on the land affected by option D only average 16.7 ton per acre when the actual average is 25 ton per acre which increases the value of the land. We feel that some of the information supporting option D in the Environmental Impact Statement has been misrepresented to suit the special interest groups in the area.

Thank you for the opportunity to state our concerns about the Shiloh Interchange project. We support option "B".

Sincerely,

*Everett Gabel*  
*Pamela Gabel*

C. D. Bartzsch - Helena  
C. M. Leighton - Helena

BILLINGS DISTRICT	
1	District Engineer
2	Supv. Const.
3	Field Project Mgr.
4	Engr. Officer
5	Chief Plant Maint. (B)
6	Chief Plant Maint. (A)
7	Engineering Services Supv.
8	Design
9	Materials Supv.
10	Unions Agent
11	Train. Engr.
12	Right of Way
13	Centralized Services Supv.
14	Acc't. Spec.
15	Personnel Spec.
16	Payroll
17	Engr. File
18	GW Supv.

LETTER AND  
COMMENT

RESPONSE

- 10-1 All efforts have been made to minimize the necessary right-of-way requirements. The ultimate safety and efficiency of this interchange depend on the separation between intersection roads. If this separation cannot be achieved, the future efficiency of the interchange and service to the traveling public would be severely limited.
- See response to comment 8-1.
- 10-2 A design speed of 70 MPH for vehicles entering/exiting I-90 is appropriate for this facility. Design speeds are based on a vehicle's ability to negotiate the roadway and are not the same as posted speed limits. Posted speed limits would coincide with existing speed limits.
- 10-3 The Canyon Creek irrigation ditch is the only main irrigation canal that would be impacted by this project. Alternative D, as with other build alternatives, would require relocation of numerous lateral irrigation ditches.
- The quantity of sugar beets produced is a county-wide average and is based on statistical data provided by the Montana Department of Agriculture for Yellowstone County.



L11

David S. Johnson, P. E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

August 15, 1992

Dear Mr. Johnson,

I commend you and all that are working on the Shiloh Interchange here in Billings for going through a fair and full assessment of the project.

I attended the Location and Design Public Hearing for the Shiloh Interchange August 12, 1992. After hearing the final responses from the hearing and then restudying the design at length, I felt it necessary to write this letter.

1. I favor Site D. location. Site D. has the room to make its design the safest interchange as possible. The engineers brought this point out and I think safety is important.

2. I do not favor moving the Shiloh connecting road South to the property lines, as suggested, for these reasons.

A. It would reduce visibility from existing buildings.

B. It doesn't allow enough room for forming a line

C. It creates too sharp of curve at the overpass

of slow moving traffic at the entrance of Zoo Montana. structure.

D. It reduces the visibility to those coming North over the overpass that need the time to get familiar with the new area.

3. From an agricultural point of view, I suggest a longer straight connecting road in this particular field as indicated on the enclosed illustration map. It would leave this land more productive due to less angle of end rows in a row crop. Also it follows the irrigation flow better. I don't know if the Geometrics for the curve allows for a change like this but it would serve agriculture in a more productive way.

LETTER AND  
COMMENT

RESPONSE

11-1 Support for Alternative D noted.

11-2 The geometry of the connecting road from the interchange to Shiloh Road has been established based upon a 50 MPH design speed and in anticipation of a future intersection for a connection to Gabel Road.

The superelevation rate is the amount of "banking" that is built into the roadway in order to allow drivers to negotiate the roadway in a safe and comfortable manner. The maximum desirable superelevation rate at the future intersection of the crossroad and Gabel Road has been established at 0.04 Ft/Ft. This rate together with the design speed of 50 MPH (posted at 45 MPH) has resulted in a large radius curve ( $D_c = 2^\circ$ ). The location of the intersection of the crossroad with Shiloh Road is based on using this large curve while not allowing the curve to occur in the intersection at the north ramp terminals.

11-3

The adjustment identified in this comment would require a smaller radius curve and consequently a higher rate of superelevation for the roadway. A higher rate of superelevation is not desirable due to the future intersection with Gabel Road.

11-1

11-2

11-3

L11

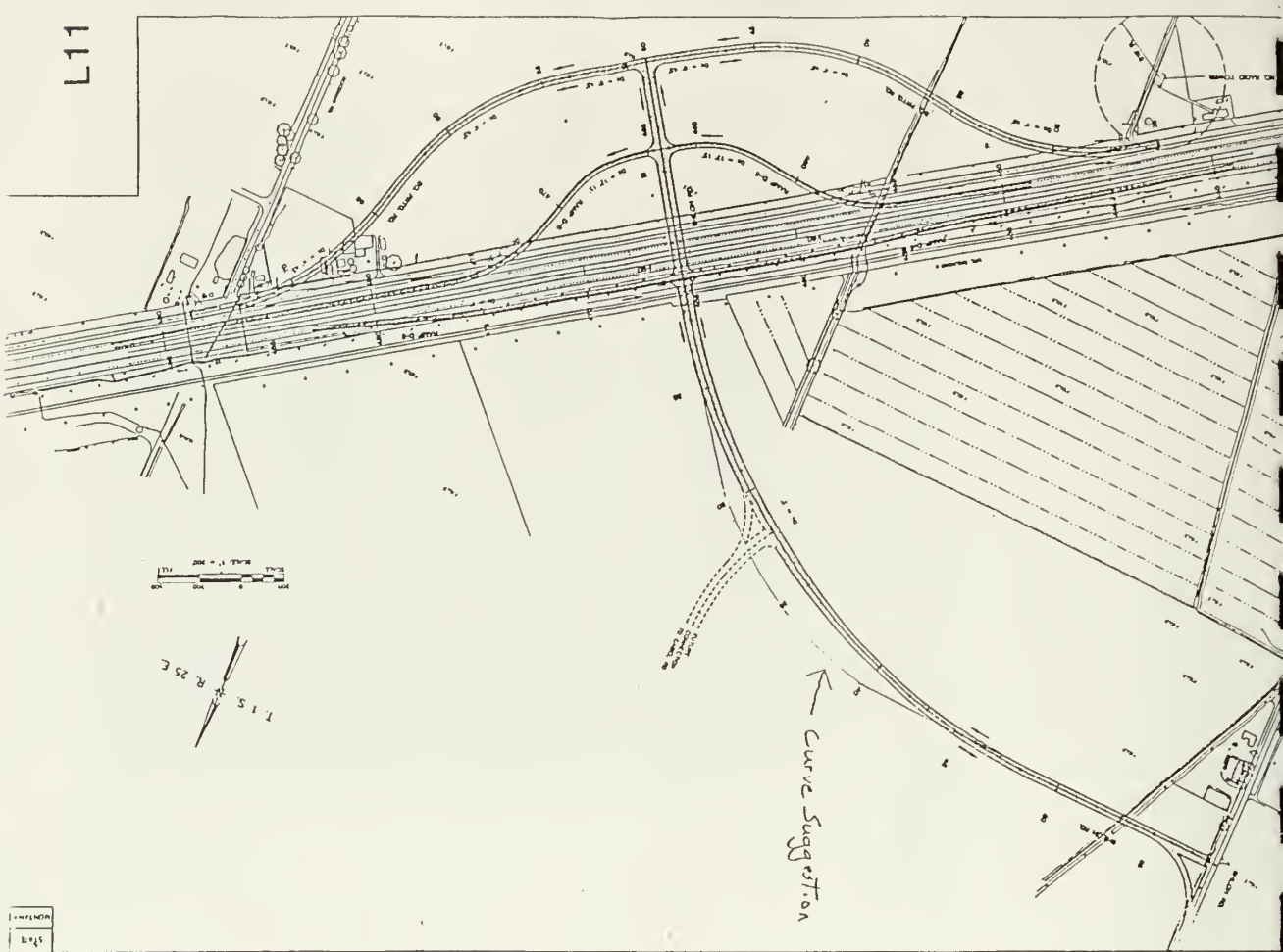
I thank you for allowing me to put these thoughts into the decision process and hope you proceed with the building of the best designed and safest interchange.

Sincerely,

*James A. Walter*

James A. Walter  
3410 Hesper Road  
Billings, MT 59106

cc to Roy Ventura, District Engineer  
Billings District  
Montana Department of Highways  
424 Moore Lane  
Billings, MT 59101





August 17, 1992

L12A

David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is affected.

Name Douglas Duff

Address 343 Westchester Square South

City, State Billings MT 59105



August 17, 1992

L12B

David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is affected.

Name Richard L. Appel

Address 236 Birchwood Dr.

City, State Billings MT 59102

LETTER AND  
COMMENT

RESPONSE

12-A, B, C, D, E, F

See response to comments 8-1, 11-2.

L12C

LETTER AND COMMENT	RESPONSE
12-A, B, C, D, E, F	See response to comments 8-1, 11-2.

August 17, 1992

David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is affected.

David S. Johnson, P.E.  
Name  
903 25th St. NW.  
Address  
Billings, MT. 59102  
City, State

L12D

August 17, 1992

David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is affected.

Rebecca Owens  
Name  
3519 Hwy Ave E.  
Address  
Billings, Mt 59101  
City, State

L12E

LETTER AND  
COMMENT

RESPONSE

August 17, 1992

David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is affected.

Arnold R. Strick  
Name

8014 Hawk Sa. Fnt. Rd  
Address

Billings, MT 59101  
City, State

L12F

August 17, 1992

David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Gentlemen:

I understand that Alternative "D" is the preferred site for the new Shiloh interchange. I would like to see this alternative redesigned and sized down so less agricultural land is effected.

Jim Shand  
Name

8044 Lund S City Rd  
Address

Billings, MT  
City, State

LETTER AND  
COMMENT

RESPONSE

13-1 The Alternative D location has been shown to be the best location of those studied. Interchange locations further west serve progressively fewer people and provide poorer access between I-90 and western Billings. According to the transportation model used to assess traffic demand at the alternative interchange locations, Alternative D would serve approximately twice the number of vehicles per day as Alternative A at the design year. Traffic projections at the alternative interchange locations are directly related to the access service each location would provide. People residing west of the Alternative D location would also be served by this interchange.

The relative distance between existing interchanges could be considered a rough yardstick for determining interchange locations assuming consistent levels of urban development. The average spacing of the six interchanges from the Pine Hills Interchange to the West Billings Interchange, based on crossroad location, is 2.1 miles. Construction of an interchange at the Alternative D location would result in spacing from Alternative D to West Billings of 2.5 miles.

See also response to Comment 6-1

13-2 See response to comments 8-1, 11-2.

6868 Whitetail Lane  
Billings, MT 59101  
August 18, 1992

Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Attention: David S. Johnson, P.E.

Subject: Interchange West of Billings.

After considering the results of the hearing that was held in Billings last Wednesday, I would like to urge you to consider the following points:

1. I strongly feel that the interchange would best serve the people of west Billings by being located west of the present Shiloh road overpass. This would still service ZOO MONTANA and even out the spacing between the existing interchanges in Billings and Laurel. Site D is only 1 and 1/2 miles west of the present interchange at west Billings. This would not service the thousands of people who live west and north of the Shiloh road overpass.

2. I would also urge you to downsize the interchange, no matter the location, in order to minimize the loss of valuable agriculture land.

In conclusion, I would hope that the decision on location and size of the proposed interchange would most strongly be influenced by what would best serve all the people living west of Billings, not just ZOO MONTANA.

Respectfully,

*William J. Starr*  
William J. Starr, P.E.

L14

<u>LETTER AND COMMENT</u>	<u>RESPONSE</u>
-------------------------------	-----------------

14-1	See response to comments 6-1, 13-1.
------	-------------------------------------

14-2	See response to comments 8-1, 11-2.
------	-------------------------------------

August 19, 1992

David S. Johnson, P.E.  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Proposed Interchange West of Billings.

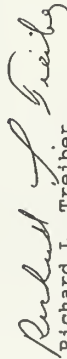
From the hearing held last Wednesday in Billings, it appears that Site D is the favored location for the proposed interchange west of Billings. I recommend that you consider the sites west of the Shiloh Road Overpass in order to maximize the use of the proposed interchange. Site D would only serve ZOO MONTANA and a handful of people living between Billings and the Shiloh Road Overpass.

14-1

I also recommend that you keep the size of the proposed interchange as small as possible in order to keep the loss of agriculture land to a minimum.

14-2

Thank you for your time and consideration,

  
Richard L. Treiber  
6900 Whitetail Lane  
Billings, MT 59101

L15

LETTER AND  
COMMENT

RESPONSE

August 20, 1992

David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Gentlemen:

We attended the public meeting on August 12, 1992 concerning the proposed Shiloh interchange. It is apparent that Alternative "D" is the preferred site for this project. We would like to see the interchange redesigned and sized down so that less farmland is ruined.

15-1

15-1 See response to comments 8-1, 11-2.

*Wendell "Pamela" Stabel*  
Everett and Pamela Gabel  
2530 Goodman Road  
Billings, MT 59101



L16

August 21, 1992

Mr. David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, Montana 59620

Re: Shiloh Road Interchange Project

Dear Mr. Johnson:

This letter is intended to voice our support for constructing the Interstate 90 Shiloh Road Interchange at or near the site commonly known as Alternative D.

We own approximately 75 acres in the southwest quarter of Section 23, Township 1 South, Range 25 East bordered on the south by I-90 and on the west by individual homes, in which two of us live, and Shiloh Road. Alternative D would place the proposed interchange a short distance east of our property.

This alternative appears to be the least costly, disturbs less residential neighborhoods and school areas, requires fewer residential and business relocations and serves the existing and expected future residents and businesses in an orderly and reasonable fashion.

We are somewhat concerned about reasonable access to our property from the Shiloh Road connector since the connector as designed by Alternative D bisects the farm ground next to our property. All of that property is basically controlled by the same people. It leaves our property isolated from the connector even though it is extremely close. We fear being "subservient" to our neighbor and at a distinct competitive disadvantage having to depend on them to participate in any land sale we might want to make.

Presumably our neighbor would be our competitor for a sale to an interchange related business. It is not difficult to imagine that we could be held captive by an extremely high price on property to be used for access or in conjunction with ours, which could essentially price us out of the market.

We believe reasonable, thoughtful planning and development of potentially the most attractive interchange to Billings would best be served by good old fashioned American competition.

Consequently, we are requesting that our property have an opportunity for reasonable access directly to the Shiloh Road connector possibly by an additional right-of-way dedication to the appropriate governmental body or by constructing the connector between our property and our neighbors. By constructing it between us, the neighbor's farm ground also would not be bisected into two small parcels.

Thank you for the opportunity to comment.

Sincerely,

Judith Deines

*Judy Deines*

Jo Ann Coburn

*Jo Ann Coburn*

Teresa Fuchs

*Teresa Fuchs*

Donna Pippin

*Donna Pippin*

LETTER AND  
COMMENT

RESPONSE

16-1 See response to comment 11-2.

16-1 Access to Interstate 90, the I-90 ramps, and to the crossroad from its connection with the South Frontage Road to approximately 300 ft. beyond the north ramp intersection will be prohibited. The Department will allow limited access to the crossroad and frontage road from parcels directly adjacent to those roadways. As the parcel in question does not directly abut any project roadways, no access points connecting to the parcel are being considered at this time.

Requests for access to the crossroad and frontage road from adjacent parcels will be evaluated considering their impact on the safety and capacity of the roadways. Because the number of approaches will be relatively low and the size of adjacent parcels is relatively large, it is likely that street networks will be developed within adjacent parcels. It may be possible to gain access to the crossroad indirectly through these street networks developed in adjacent parcels. Private negotiations between landowners would be required to obtain an easement or to coordinate efforts in the form of an access request.

L17

FLYNN CO. INC.  
1000 Shiloh Overpass Road  
Billings, MT 59106

August 21, 1992

David S. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Re: Shiloh Road Interchange  
IR 90-8(114)443

Dear Sir:

We are aware the MDH and HKM appear to prefer the Alt. D site. However, we are still convinced that Alt. C is superior in many ways. Almost all parties who have been working for the interchange since 1969 have been envisioning a structure that would connect Shiloh Road and Wise Lane.

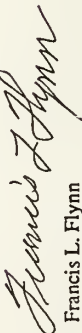
We are enclosing a revised plan for Alt. C that eliminates the diamond type configuration. This plan has the following advantages:

1. Very little right-of-way needed
2. Shorter construction time
3. Shorter travel time — everything we read says Alt. D is 1/2 mile east. In reality it would be 1 mile, making at least an additional 2 miles for people in the access area headed to or from the west.
4. Practically everyone in the project access area would use interchange via the Neibauer Alt. which is much more direct than to Alt. D.
5. Dollar cost will be much less than for any other site.
6. Fuel saved over life of structure would be millions of barrels.

We are sorry we missed the public meeting as we would have been voting for Alt. C. We feel most of the people for D have a personal interest and are not considering the important factors.

We do favor immediate construction of the "Gabel Rd Ext" (N Frontage Road), spending some money there would relieve traffic problems further north and improve interchange access.

Yours truly,

  
Francis L. Flynn

LETTER AND  
COMMENT

RESPONSE

17-1 The "Shiloh Road Interchange" became the name of the project due to the existence of the Shiloh Road overpass and the resulting assumption that this location would therefore be the best place for a future interchange. Detailed studies performed as a part of this stage of the project have compared an interchange associated with the existing overpass (Alternative C) with alternatives to the west (A and B) and east (D). Considering the many factors defined in the environmental document Alternative D has been shown to be the best interchange location.

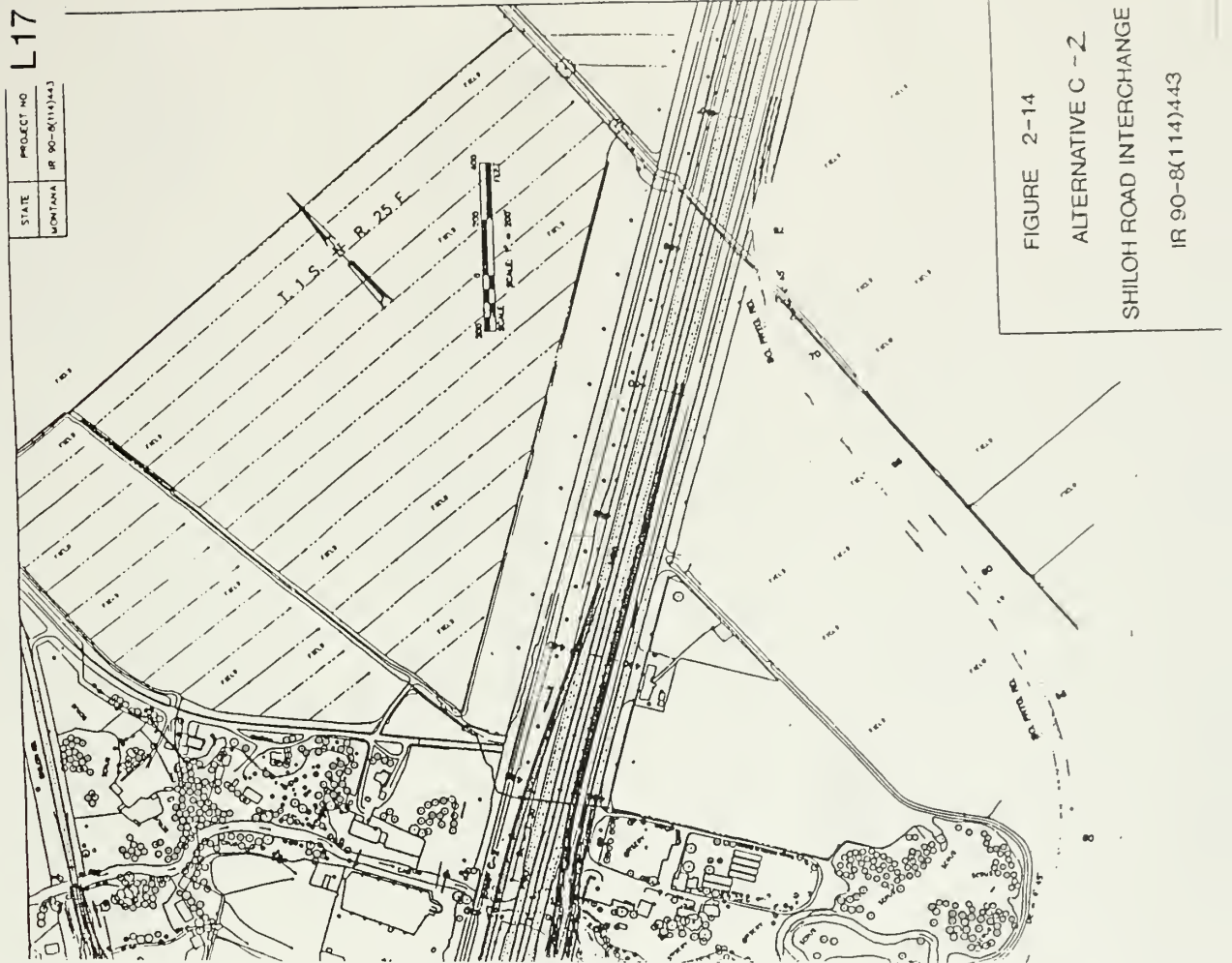
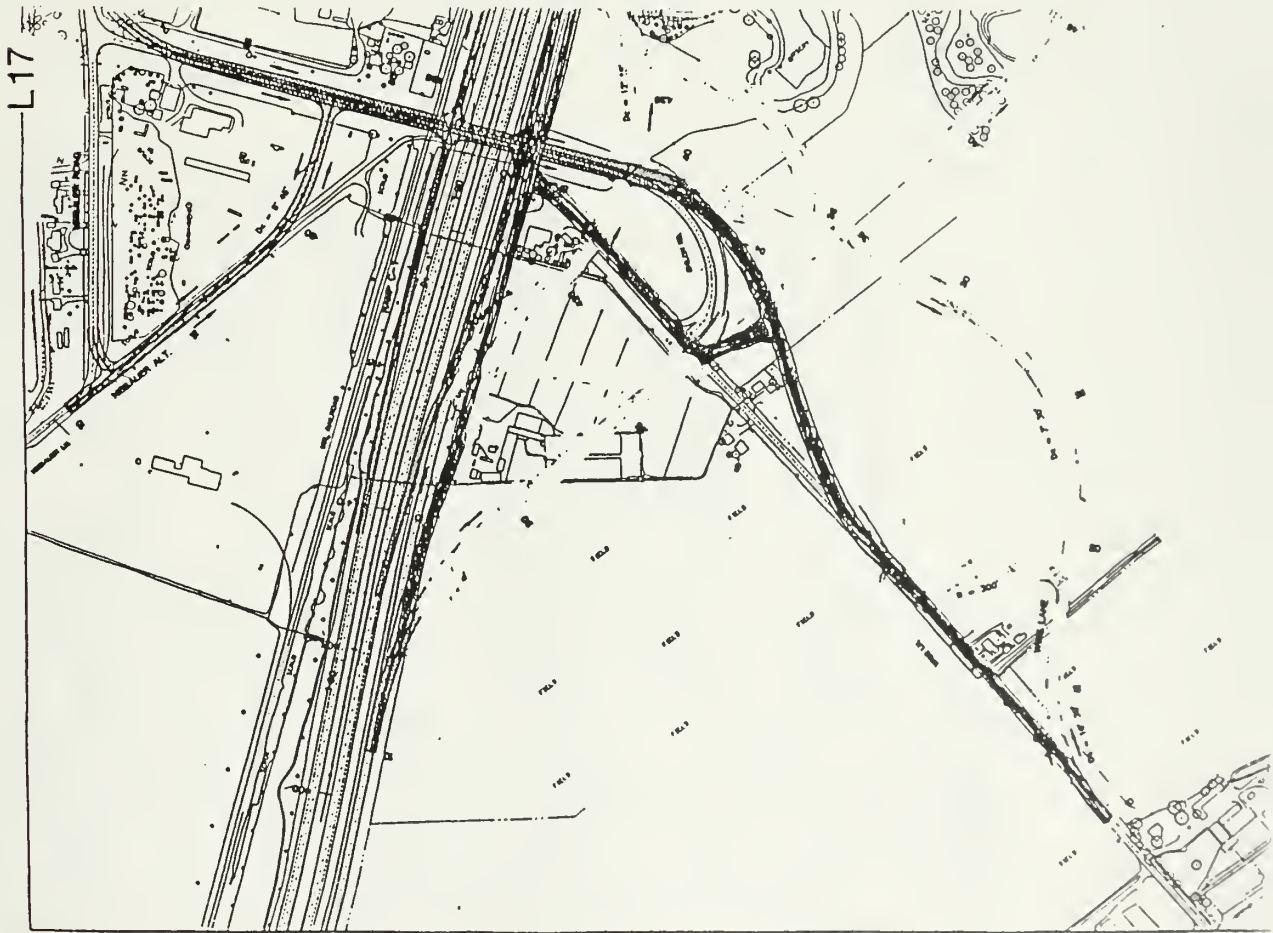
17-2 The downsized interchange layout shown on the sketch is not acceptable from a number of points:

- Ramp terminal separation distance extremely deficient.
- Additional intersection between south ramp terminals and Frontage Road.
- Access should be restricted between south ramp terminals and Frontage Road.
- Geometry of crossroad between south ramp terminal and Frontage Road is too restrictive in terms of design speed and the ability of the C-70 design vehicle to negotiate the curves.

Established design criteria cannot be compromised without a corresponding compromise in the safety and efficiency of the interchange.

17-1

17-2



STATE PROJECT NO  
UNIFORM IR 90-8(114)443

FIGURE 2-14  
ALTERNATIVE C-2  
SHILOH ROAD INTERCHANGE  
IR 90-8(114)443



3204d H. Shabel  
2410 2nd Avenue SE  
Bellingham, WA 98201

Aug 31-92

Dear Sir,

I looked through the book you sent to us, of all the interchanges including Skilled Interchange. The one that I thought would take care of the people of Bellingham and surrounding communities is the Buck Creek interchange. The reason we picked it is because of all the farms in that area have already been subdivided to acreage. On the Buck Creek road more and more people are moving into that area - including south of the Buck Creek bridge. The bridge was just finished this summer. A overpass for that area would be a great help in bringing children from North - South - all directions to the Canyon Creek School.

I don't believe we should use very valuable farm ground like there is east of the Skilled Road. I am also against interchanges D - because it is too close to King Ave - interchange. It would be only 1 1/2 mile apart.

I do think there should be more time taken - more research on the selection of the interchanges. By doing that I know it would save the state and taxpayer alot of money - Also look into all the ditches you have two contend with - on the Skilled interchange. At least 5 ditches or so are involved. Thank you

Floyd - Elsie Shabel

38  
2410  
2nd

L18

LETTER AND  
COMMENT

RESPONSE

- 18-1 See response to comment 6-1.
- 18-2 See response to comment 13-1.
- 18-3 The need for an interchange in this general vicinity has been identified since 1969.
- The detailed studies used for the preparation of this environmental document were initiated in March of 1988.
- All reasonable alternatives that satisfy the purpose and need for the project have been appropriately addressed.
- 18-4 See response to comment 10-3.

# Montana Department of Fish, Wildlife & Parks

L19



2300 Lake Elmo Drive  
Billings, MT 59105  
August 21, 1992

David A. Johnson, P.E.  
Preconstruction Engineer  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Dear Mr. Johnson:

I have reviewed your DEIS for the Shiloh Interchange [IR 90-8 (114)443]. Please note that in addition to the permits listed on page 159, MDT will need a Stream Protection Act permit from our Department where construction will involve the bed or banks of Canyon Creek.

Sincerely,

*Jim Darling*

Jim Darling  
Regional Fisheries Mgr.

JD/pk

LETTER AND  
COMMENT

RESPONSE

- 19-1 In accordance with regulatory requirements, development of Alternative C would require additional coordination with the Montana Department of Fish, Wildlife & Parks. No additional coordination would be required for the development of Alternative D.

August 22, 1992 L20

LETTER AND COMMENT RESPONSE

20-1 See response to comment 6-1.

Dear Sir:

On August 12, 1992 a meeting was held in Billings, Montana in regard to the Shiloh Road Interchange Plan A was not on the project board.

This Plan A would connect to the South onto Duck Creek Road. The Canyon Creek School could be fenced. The people south of Interstate, on Danford Ave., Susanna, Leuzon, Kutzman Lane, Story Road, Radio Road, Dustin Drive, etc. Duck Creek Road crosses the Yellowstone River Bridge giving more access to River road to Laurel, Fritz Road to Billings, and south to Pryor, ect. To the North, people living on Danford Dr. 48 th street S.W., 56 th St. ect. could come directly to Plan A Interchange. From Grand Ave. 48 th street could be a non stop to the Interchange Plan A. Shiloh Road or 40 th Street could be connected to this interchange. Shiloh Road has a 45 M. P. Hr. restricted speed, stop sign at King Ave., Central Ave., Grand Ave., Rimrock Road.

Please consider the people in these areas.

Inclosed are some signatures of only a few of the residents in this area. More signatures could be obtained.

Thank You  
Eugene J. Post  
3534 Duck Creek Rd  
Billings, Mt.  
59101-6169





